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What Has Produced the Egyptian Crisis.

The history of Egypt for the last five hundred years is a series of dissolving views, in which one ruler has succeeded another rarely to hold the reins of government for more than a short time. The people, as a people, can scarcely be said to have had national life. Whether they were governed by Turkish Pashas, or by their own nominal sovereigns, or by the Mamelukes, the result was the same—taxation and plunder from century to century. In 1517 Egypt was conquered by Selim I. and reduced to a Turkish province. For two centuries it remained under the Turks, during which it fell into decay, as all other lands governed by them. In the eighteenth century the Mamelukes regained their ascendancy, and threw off the Turkish yoke. Ali Bey was established on the throne; but after four years he was poisoned, and the authority of the Sultan of Turkey nominally restored. So matters continued until the invasion of Egypt by Napoleon in 1798. After the expulsion of the French, Mohammed Ali, an Albanian adventurer, succeeded in holding the reins of power until 1848. During his government Egypt first began to feel the effects of peace and good order. He established manufactories at Alexandria and the population increased tenfold. He carried on a successful war with the Sultan of Turkey, conquered Syria and a great part of Asia Minor. He was succeeded by his son Ibrahim, who died after two months, and was followed by his nephew Abbas, who was poisoned. Said Pasha succeeded, who reigned until 1853, when he died, and was succeeded by Ismail who obtained from the Sultan the title of Khedive or viceroy. Ismail Pasha was a man of great ability. Under his rule the Suez canal was dug, and it was greatly owing to his foresight and ability that the work ever was completed. The object of his ambition was to cut Egypt free altogether from Turkish rule, and this he succeeded in doing in all but the name and the payment of annual subsidy. In the course of these developments the affairs of Egypt became more and more bound up with western Europe. In the construction of the railway, the canals, and the vast irrigation works Egypt created an enormous debt, chiefly held by English and French investors. The various industries stimulated in the country have drawn thither a large European population. In consequence of the financial crisis which took place, two administrators of the revenue, one English and the other French, were appointed to see that the interest on the bonds was duly paid. This arrangement also largely increased the number of foreigners residing in the country. Shortly after Ismail abdicated in favor of his son. Far inferior to his predecessor, the present Khedive has allowed the real power to slip out of his hands. Arabi Bey, the favorite of the army, is the master of the situation. An intense hatred of the foreign element has arisen, and a strong desire to get rid of the gaur. Egypt, theoretically, is a province of Turkey, practically it is entirely independent. In preceding centuries the Mamelukes, irrespective of the people, controlled the government, and made and unmade sultans at their will. Now the army is for the moment the ruler of the situation, and the Khedive is, in fact, little more than a prisoner in his own palace. Neither Europe nor America would be very much interested in the good government of the country were it not for two things—the growth of cotton and the Suez canal. Ismail stimulated this industry to extraordinary activity, and on the amount of Egyptian cotton largely depends the price of the staple. In addition to this the canal brought England six weeks nearer to her eastern possessions. The destruction of this highway would seriously impair the trade of the world. One of the last great acts of Lord Beaconsfield was to buy up a large block of the canal stock so that the British government might be represented on the board.

What Shall We Do With Our Girls?

SALT LAKE CITY, July 29, '82.

Editors Herald:

I am a young man, native-born, 25 years of age, unmarried, and like many others with whom I am acquainted, I have formed what are called "fast habits."

I am courting a young lady, but I visit houses kept by ladies of another class, and as I do not always meet the same lady, (in fact I visit different houses) I am anxious to know if the Edmunds bill in any way applies to me.

Of course you have read it. I have, and it seems to me that I stand in the same light as a Mormon polygamist in regard to being deprived of my right to vote.

Now, I have always voted the Liberal ticket, and as I am opposed to the Mormons, I intended so to do, but I suppose that under the new law I shall be disfranchised.

A friend of mine, a member of my lodge, and a married man, tells me that this law does not affect me in any sense. He often goes with me to the places mentioned, and I tell him he will have to quit voting when the new law is put in force, but he declares that, not being a Mormon, it has nothing to do with him.

We have had several disputes about this matter, so we agreed that he should write to the Tribune about it, but really I have no confidence in that paper as it seems to be so prejudiced against polygamy.

During my stay at these houses of pleasure, I frequently meet prominent men of this city, both married and unmarried. They are in the same dilemma as I and my friend are, and what affects me, affects them, but what astonishes me is that some of these men helped to bring about the Edmunds law, so that they cannot consider that it will injure them, or they would be more careful.

I am really in doubt about the matter: please be kind enough to give your views on this question, which it seems to me is important, considering the expected arrival of the commission.

I have some other questions to ask at another time if you will kindly allow me.

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Horses carefully led to and from any part of the City without Extra Charge.

NOTICE.

Utah and Northern Railway Company.

OFFICE OF SECRETARY AND TREASURER.

OMAHA, NEB., July 7, 1882.

THE ANNUAL MEETING OF THE Stockholders of the Utah and Northern Railway Company, for the election of Directors, will be held at the Passenger Depot of the Union Pacific Railway Company in Ogden, Utah, on Thursday, August 3d, 1882, at 9 o'clock a.m.

J. W. GANNETT, Secretary.

NOTICE

Echo and Park City Railway Company.

OFFICE OF SECRETARY AND TREASURER.

OMAHA, NEB., July 7, 1882.

THE ANNUAL MEETING OF THE Stockholders of the Echo and Park City Railway Company for the election of Directors will be held at the Passenger Depot of the Union Pacific Railway Company, in Echo City, Utah, on Thursday, August 3d, 1882, at 12 o'clock noon.

J. W. GANNETT, Secretary.

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On and after June 1, 1882, we shall be prepared to carry all parties from

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Light Spring Wagons, Good Teams, and Smooth Road. Good Hunting and Fishing anywhere on the road.

Leave Beaver Canyon every day for Hole Basin. Have experienced drivers, well acquainted with the Park.

Free to Fire Hole and Return. \$25

Parties may return when they desire.

This route is 150 miles nearer than by Virginia City, and fare \$25 less to same point. Parties wishing private conveyances for any period of time, will be accommodated by giving timely notice either by letter or telegraph. For further information, address

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These goods are Choice and New and are offered at COST simply on account of overstock, and customers must not blame us when prices are marked back to old figures after the week is past.

100 PIECES BLACK GRENADINES AT 12½; 15; 20; 25; 40; 50; 60; 75; \$1.00, \$1.15, \$1.40, \$1.50, \$1.75, \$1.80.

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